

B. F. TAYLOR,  
Salvage.

Lighters and Steam Launches  
Supplied.

ILOILO, PHILIPPINE ISLANDS.

# The Hongkong Telegraph.

ESTABLISHED 1881.

六拜福 聖七月四莫真港

THIRTY DOLLARS  
PER ANNUM.

NEW SERIES No. 1813. 日九月初三月七十二日光

SATURDAY, APRIL 27, 1901.

## Banks.

THE  
YOKOHAMA SPECIE BANK, LIMITED.  
ESTABLISHED 1880.

CAPITAL SUBSCRIBED ..... Yen 21,000,000  
CAPITAL PAID-UP ..... 18,000,000  
CAPITAL UNCALLED ..... 6,000,000  
RESERVE FUND ..... 8,310,000

Head Office—YOKOHAMA.

Branches and Agencies.

TOKIO ..... KOBE  
NAGASAKI ..... LONDON  
LYONS ..... NEW YORK  
SAN FRANCISCO ..... HONOLULU  
BOMBAY ..... SHANGHAI  
TIENTSIN ..... NEWCH'WANG.

LONDON BANKERS:  
THE LONDON JOINT-STOCK BANK, LTD.  
PARIS BANK, LTD.  
THE UNION BANK OF LONDON, LTD.  
HONGKONG BRANCH—INTEREST ALLOWED  
On Current Account at the rate of 2 per cent.  
per Annum on the Daily Balance.  
On fixed deposits for 12 months at 5 per cent.

" 6 " 4 "  
" 3 " 3 "  
TARO HODSUMI,  
Manager.

Hongkong, 17th April, 1901.

## IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE  
OF THE 12TH NOVEMBER, 1896.  
Shanghai Taels.  
SUBSCRIBED CAPITAL ..... 5,000,000  
PAID-UP CAPITAL ..... 2,500,000

Head Office—SHANGHAI.

Branches and Agencies.

CANTON ..... PEKING  
CHIEFOO ..... PENANG  
CHINKIANG ..... SINGAPORE  
CHUNKING ..... TIENSIN  
HANKOW.

The Bank purchases and receives for collection  
Bills of Exchange drawn on the above  
Places, and Sells Drafts and Telegraphic Trans  
fers Payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities.

Bills discounted.

INTEREST ALLOWED ON DEPOSITS  
3% per Annum Fixed Deposits for 3 months  
4% " " 6 " 4 "  
5% " " 12 " 6 "  
E. W. RUTTER,  
Manager.

Hongkong, 1st January, 1901.

THE CHARTERED BANK OF INDIA,  
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.  
HEAD OFFICE—LONDON.

CAPITAL PAID-UP ..... £800,000  
RESERVE LIABILITY OF SHARE-  
HOLDERS ..... £800,000  
RESERVE FUND ..... £25,000

INTEREST ALLOWED ON CURRENT  
ACCOUNT at the rate of 2 per cent. per  
annum on the Daily Balance.

On Fixed Deposits for 12 months, 4 per cent.

" 6 " 3 " 3 "  
" 3 " 21 "

T. P. COCHRANE,  
Manager.

Hongkong, 16th October, 1900.

THE NATIONAL BANK OF CHINA,  
LIMITED.

Authorised Capital ..... £1,000,000

Paid up Capital ..... £24,374

HEAD OFFICE—HONGKONG.

Board of Directors—  
Chan Kit Shan, Esq. | C. Ewens, Esq.  
Chow Tung Shing, Esq. | J. T. Lauts, Esq.  
Chief Manager.

GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed ..... 5%  
Hongkong, 20th December, 1899.

HONGKONG AND SHANGHAI  
BANKING CORPORATION.

Paid-up Capital ..... £10,000,000

RESERVE FUND—  
Sterling Reserve ..... £10,000,000  
Silver Reserve ..... £3,000,000  
RESERVE LIABILITY OF PROPRIETORS ..... £10,000,000

COURT OF DIRECTORS:

R. SHEWAN, Esq., Chairman.

The Hon. J. J. KESWICK, Deputy Chairman.

A. Haupt, Esq. | N. A. Siebs, Esq.

D. M. Moses, Esq. | H. W. Slade, Esq.

A. J. Raymond, Esq. | H. E. Tomkins, Esq.

K. L. Richardson, Esq. | Paul W. Rowan, Esq.

Chief Manager.

Hongkong—Sir THOMAS JACKSON.

Manager.

Shanghai—H. M. BEVIS, Esq.

London Bankers—London and County  
Banking Company, Limited.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2 per cent.  
per Annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2% per cent. per Annum.

For 6 months, 3% per cent. per Annum.

For 12 months, 4 per cent. per Annum.

T. JACKSON,

Chief Manager.

Hongkong, 9th April, 1901.

HONGKONG SAVINGS BANK.

The Business of the above Bank is conducted  
by the HONGKONG AND SHANGHAI  
BANKING CORPORATION. Rules may be  
obtained on application.

INTEREST on deposits is allowed at 3% PER  
CENT. per annum.

Depositors may transfer at their option  
balances of £100 or more to the HONGKONG AND  
SHANGHAI BANK to be placed on FIXED  
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI  
BANKING CORPORATION,

T. JACKSON,

Chief Manager.

Hongkong, 4th October, 1900.

GREEN ISLAND CEMENT COMPANY,  
LIMITED.

PORTLAND CEMENT.

55.00 per sack of 375 lbs. Net ex Factory.

\$3.00 per bag of 250 lbs.

SHEWAN, TOME'S & CO.

General Managers.

Hongkong, 12th December, 1900.

## Mails.

### PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS CAPTAINS TO SAIL REMARKS  
KOBE ..... Tientsin ..... About 1st May ..... Freight only.  
SHANGHAI, JAPAN ..... G. K. Wright, R.N.R. About 7th May ..... Freight or Passage.  
LONDON, &c. ..... Commander F. W. Vibert, R.N.R. Noon, 11th May ..... Freight or Passage.  
SHANGHAI ..... Bengal ..... S. Barcham ..... About 11th May ..... Freight or Passage.  
MARSEILLES ..... Canton ..... C. F. Lockstone, R.N.R. About 18th May ..... Freight or Passage.  
and LONDON

(See Special Advertisement).

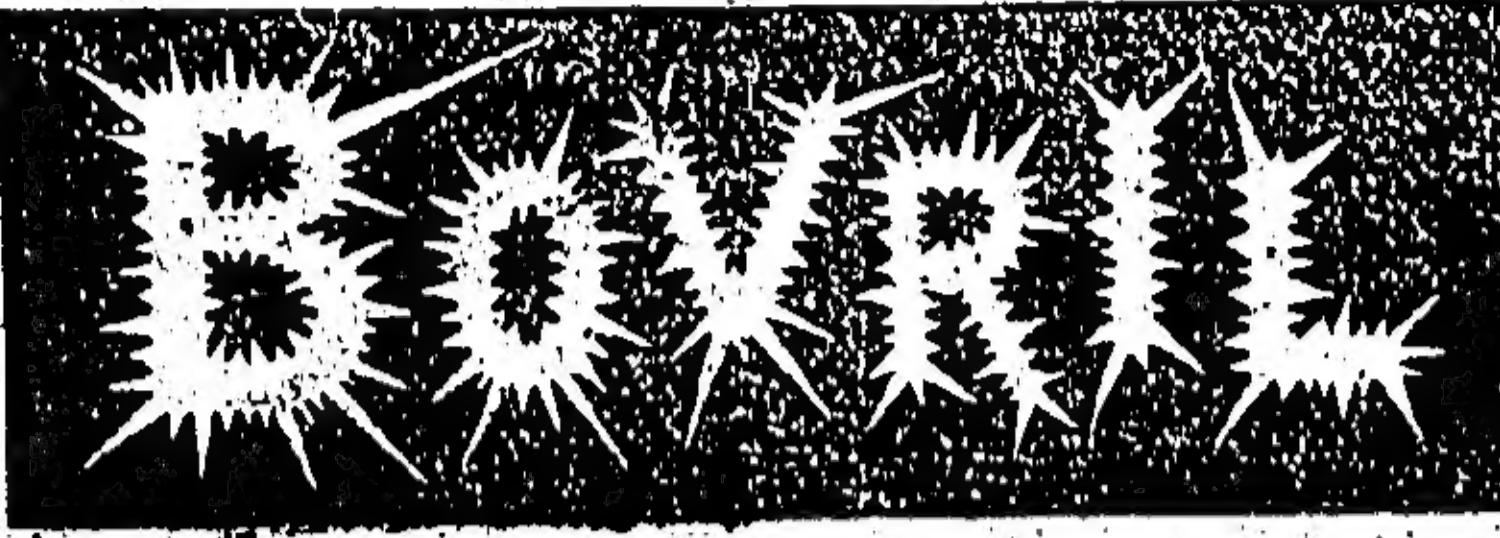
For further particulars, apply to

H. A. RITCHIE, Superintendent.

Hongkong, 27th April, 1901.

## Notices.

Baury Promotes Energy and takes away  
that tired feeling which life in the East pro  
duces. Unrivalled for Athletes and persons  
of either sex cultivating physical strength.  
To be obtained at all Stores, Chemists and  
Hotels throughout Hongkong, China and  
Japan. [287c]



## Notices.

SANITARY BOARD OF BOROUGH.

OWNERS of HOUSES situated in the  
Central Division of the City of Victoria,  
and in the Western Division of Kowloon, who  
have not had their Premises LIME WASHED  
and CLEANSED in accordance with Law, are  
reminded that the period during which the  
work should be FINISHED ends on the 30th  
of APRIL, 1901, and the Sanitary Board  
being convinced of the necessity of cleanliness  
in its efforts to stamp out Plague is determined  
to rigorously prosecute any owner in default  
after the above named Date.

The Central Division of the City lies between  
Garden Road on the East, and Morrison Street  
and East Street on the West. The Western  
Division of Kowloon is all that part of the  
Kowloon Peninsula to the West of Robinson  
Road and includes Tsim Sha Tsui, Yau Ma Tei,  
Mong Kok, Tsui, Tai Kok Tsui, and Sham  
Shui Po.

By Order of the Board,  
G. A. WOODCOCK,  
Acting Secretary,  
Sanitary Board Office,  
1st April, 1901.

THE WANCHAI WAREHOUSE AND  
STORAGE CO. LIMITED.

## NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that an EXTRA  
ORDINARY GENERAL MEETING  
of the above Company will be held at the  
OFFICE of the Undersigned, No. 5, Qua's  
Road Central, Hongkong, on THURSDAY,  
the 2nd May, 1901, at 3 o'clock, in the After  
noon, for the purpose of electing a Consulting  
Committee.

MEYER & CO.,  
General Managers.  
Hongkong, 24th April, 1901.

UNION INSURANCE SOCIETY OF  
CANTON, LIMITED.

## NOTICE TO SHAREHOLDERS.

AN INTERIM BONUS OF TWENTY per  
cent. upon Contributions for the year  
1900 has been declared.

WARRANTS will be issued on the 1st May,  
By Order of the Board.

W. J. SAUNDERS,  
Secretary,  
Hongkong, 12th April, 1901.

## WANTED.

A NEXPERIENCED MAN and GOOD  
LINGUIST, to act as TRAVELLING  
AGENT for KIRIN BEER.

Applications to  
THE MANAGING DIRECTOR,  
THE JAPAN BREWING CO., (LIMITED),  
YAMATE-CHO,  
Yokohama, Japan.

Yokohama, 11th April, 1901.

## WANTED.

A COMPETENT SHORTHAND RE  
PORTER.

Apply, stating Qualifications and Salary  
required, to

" X.A.  
C/o This Office.

Hongkong, 19th April, 1901.

## WANTED.

A EUROPEAN ASSISTANT for GENERAL  
STORE.

Apply to  
" ASSISTANT,"  
C/o Office of This Office.

Hongkong, 18th April, 1901.

## WANTED.

WANTED a man competent to approach  
the best people to solicit subscriptions.

A good proposition to the right party.

Apply by Letter to

" D.G."  
C/o This Office.

Hongkong, 11th April, 1901.

## SINGING, PIANO, MANDOLINE, AND GUITAR.

SIGNOR CATTANEO, having returned  
to the Colony, has resumed Tuition.

TERMS ..... \$10 per Month.  
(TWO LESSONS PER WEEK).

Application may be made by intending  
pupils through the ROBINSON PIANO CO.

Hongkong, 24th April, 1901.

## Entertainment.

HONGKONG MISSIONS TO SEAMEN.

## CONCERT

will be given on  
WEDNESDAY, the 1st MAY,  
at 9 P.M.

BY THE MEMBERS OF  
ST. JOHN'S CATHEDRAL CHOIR,  
IN THE  
HON. C. P. CHATER'S BUNGALOW,  
KOWLOON.

(Kindly lend for the Occasion).

An attractive Programme has been arranged  
which will consist of  
PART SONGS, DUETS, SOLOS, PIANOFORTE  
SELECTIONS.

The Proceeds will be devoted to the local work  
of the Missions to Seamen.

Prices: Reserved Seats \$1, Unreserved Seats \$1,  
Soldiers and Sailors Half-price.

## TICKETS.

TICKETS may be obtained from the  
ROBINSON PIANO COMPANY; Revs. J. H.  
FRANCE and T. WRIGHT; and  
A. CUNNINGHAM,  
Hon. Sec.,  
ST. JOHN'S CATHEDRAL CHOIR.

Hongkong, 25th April, 1901.

## Masonic.

EOTHEN MARK LODGE,  
No. 264.

A REGULAR MEETING of the above  
LODGE will be held at the FREEMASON'S  
HALL, Zetland Street, on

To-day's  
Advertisements.

## THEATRE ROYAL.

UNDER the Direction of Mr. ROBERT BROOK.  
Representative—Mr. ALLAN HAMILTON.  
SEASON TERMINATES WEDNESDAY,  
May 8th.

LAST NIGHTS  
OF THE  
BROUGH COMEDY CO.

TO-NIGHT at 9 precisely.

"SECOND MRS. TANQUERAY."  
By A. W. PINERO.

TUESDAY, April 30th,  
"THE BRIXTON BURGLARY."

A Farce in Three Acts,  
by FRED. W. SIDNEY.

BOX PLAN at ROBINSON'S.

Hongkong, 27th April, 1901. [404c]

DOUGLAS STEAMSHIP COMPANY,  
LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"HAIMUN,"  
Captain Davis, will be despatched for the  
above Ports, on TUESDAY, the 30th instant,  
at Daylight.

For Freight or Passage, apply to

DOUGLAS LA PRAIA & CO.,  
General Managers.

Hongkong, 27th April, 1901. [405c]

EASTERN AND AUSTRALIAN STEAM-  
SHIP COMPANY, LIMITED.

FOR SHANGHAI.

THE Steamship

"EASTERN,"  
Captain Ellis, will be despatched as above  
on TUESDAY, the 30th instant, at Noon.

This well-known Steamer is specially fitted  
for Passengers, and has a Refrigerating Cham-  
ber which ensures the supply of Fresh Pro-  
visions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with  
the Electric-light.

A Stewardess and a duly qualified Surgeon  
are carried.

For Passage, apply to

GIBB, LIVINGSTON & CO.,  
Agents.

Hongkong, 27th April, 1901. [406c]

THE CHINA AND MANILA STEAM-  
SHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's New Steamship

"DIAMANTE,"  
Captain A. Ramsay, will be despatched as above,  
on TUESDAY, the 30th instant, at 5 P.M.

The Attention of Passengers is directed to  
the Excellent Accommodation provided by this  
Steamer. She is fitted throughout with Electric  
Light. A Doctor is carried.

For Freight or Passage, apply to

SHEWAN, TOWES & CO.,  
General Managers.

Hongkong, 27th April, 1901. [404c]

IMPERIAL GERMAN MAIL LINE.

STEAM FOR  
SHANGHAI, NAGASAKI, HIIGO AND  
YOKOHAMA.

THE Imperial-German Mail Steamship

"PREUSSEN,"  
of the NORDDEUTSCHE LLOYD.

Captain E. Prehn, due here with the out-  
ward German Mail about TUESDAY A.M.,

the 30th instant, will leave for the above  
Places about 24 hours after arrival.

NORDDEUTSCHE LLOYD.

For further Particulars apply to

MELCHERS & CO.,  
Agents.

Hongkong, 27th April, 1901. [22]

INDO-CHINA STEAM-NAVIGATION  
COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND  
CALCUTTA.

THE Company's Steamship

"KUMSANG,"

Captain Buller, will be despatched as above  
on THURSDAY, the 2nd May, at 3 P.M.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,  
General Managers.

Hongkong, 27th April, 1901. [408c]

"INDRA" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "INDRANI."

CONSIGNEES of Cargo ex.s.s. "INDRANI"  
from New York are hereby notified that  
their Cargo transhipped at Singapore to the  
s.s. "SEGOWIA" has now arrived and is being  
landed and placed at their risk in the Hong-  
kong and Kowloon Wharf and Godown Co.'s  
Godowns at Kowloon.

Consignees are requested to immediately  
send in to the Undersigned Original Bills of  
Lading in exchange for which they will receive  
Local Bills of Lading on which delivery can be  
obtained.

JARDINE, MATHESON & CO.,  
Agents.

Hongkong, 27th April, 1901. [407c]

## WANTED.

THREE or FOUR LADS  
to SELL the

"HONGKONG  
TELEGRAPH."

LIBERAL COMMISSION  
PAID.

Apply Personally at  
THIS OFFICE.

Hongkong, 16th January, 1901; [407c]

## Estimation.

rocky and precipitous and carry deep water  
right up to the rocks. This is another reason  
why the survey of the China Coast should  
not be delayed.

We invite correspondence from ship-  
masters and others interested in the subject.

## REUTER'S TELEGRAMS.

## BRITISH SOUTH AFRICA.

LONDON, April 25th.

The Boers are again active in Cape Colony. Fighting has occurred in the districts around Graaff Reinet, Steynsburg and Barkly East.

LATER.

THE NEWFOUNDLAND FISHERY  
QUESTION.

The British Government has submitted to  
France definite proposals for a settlement  
of the whole Newfoundland Fishery ques-  
tion, and a reply is awaited.

## THE COAL TAX.

Sir Michael Hicks Beach, replying to a  
deputation, said that he was unable to with-  
draw the Coal tax, but that he wished to  
deal fairly with existing contracts.

## WEATHER REPORT.

The Observatory report says—

On the 27th at 12.5 p.m. the barometer has  
risen in S. China and the Philippines. Pressure  
is probably highest over the E. coast of China,  
and gradients are slight for E. winds on the  
S. coast. Forecast—Moderate E. winds;  
drizzling rain or mist.

## LOCAL AND GENERAL.

A GOOD shorthand reporter is wanted, vide  
advertisement appearing elsewhere.

H.M.S. *Astrea* left Shanghai this morning to  
render assistance to the wrecked mail steamer  
*Sobraon*.

H.M.S. *Centurion* goes into dock on Monday  
afternoon to execute the repairs rendered neces-  
sary by her breaking adrift and fouling the  
*Glory*.

From Messrs. Lutgeas, Einstman & Co. we  
have received a couple of handy little calendars  
advertising Candy's Belting, for which that firm  
are the local agents.

H.M.S. SHIPS *Aurora* and *Archimedes*, which  
went to Singapore the other day to meet the  
Duke and Duchess of Cornwall and York, left  
that port for Hongkong on the 25th inst.

THE cruiser *Mohawk*, homeward bound after  
ten years' service on the China Station, has  
arrived at Sheerness on the 29th March. She  
will proceed to Chatham to be refitted at a cost  
of nearly £25,000.

We shall be obliged if any subscriber on  
receiving his paper late or irregularly will  
write on the wrapper of the paper the Time of  
delivery, etc., and forward the wrapper to the  
Manager, *Hongkong Telegraph Co., Ltd.*, 50  
Queen's Road Central. The wrapper will  
enable us to check the delivery coolies.

H.M.S. *Glory* came into the harbour to-day  
and took up her moorings in the man-of-war  
anchorage. She is to be fitted up as flagship  
of the China fleet. She has been lying at the  
south side of the Island for the last day or two  
and has kept up communication with the  
*Centurion* by means of wireless telegraphy,  
both vessels being fitted with Marconi'sappa-  
ratus.

FIVE members of the Police Force appear to  
have been born under an unlucky star. They  
were unable to go home by the last English  
mail on account of an outbreak of small-pox  
and now they are again disappointed by the  
failure of the bottom as carefully mapped out  
as those shown on an Ordnance map of an English county. Here and there the  
nature of the bottom is stated, whether sand,  
shells, mud, coral, etc. With such a  
chart as this fog matters little or nothing.  
The shipmaster can keep his lead going and  
his line of soundings followed on and com-  
pared with the chart will, in most cases,  
give him an excellent idea of his position.

Between, say, Singapore and Tientsin, in  
fact all up the China Coast, we have a  
constant stream of vessels running, carrying  
millions of pounds worth of freight, and  
yet it is only here and there that their route  
can be said to have been well and exhaust-  
ively charted. The majority of these vessels  
follow practically the same course in running  
up or down the coast, and it is surely not too  
much to ask in their interests that the  
Admiralty should see that their route is  
carefully surveyed with as little delay as  
possible. And it is the northern portion of  
this route that should be surveyed first, for in  
this portion it is that fogs are most prevalent,  
and it is foggy weather that accounts for the  
great majority of shipping disasters, as can  
be easily judged by a reference to accounts  
of those which have occurred on the coast  
within the last few years.

In Prague there exists a gorse "house," where  
yearly some three million geese change hands.  
Its most active time, last generally from about  
six to eight weeks, from the middle of September  
till the first days of November. During this  
time immense flocks of geese are driven into  
the suburbs, especially from the districts lying on  
the right bank of the Weischtel. These are  
then conducted at night over the bridges to the  
Jewish quarters, the trade being principally in  
the hands of the Israelites. As the geese are  
driven from long distances they are "shod"  
—that is to say, walked repeatedly over patches  
of tar mixed with fine sand. This forms a hard  
crust on the feet of the geese, and they thus  
"shod" are able to cover immense distances  
without fatigue.

THE King has chosen for his own special sanctum  
at Windsor that room which was known as  
the Prince Consort's, and which has not been  
used ordinarily since Prince Albert's death.  
This will be the King's writing room and study,  
where he will work every day as did his father  
before him. There he will be surrounded by  
objects that remind him of both his illustrious  
parents. The only alteration made in the  
arrangement of the room, besides the introduc-  
tion of books and papers belonging to the King,  
will be to bring in some few articles especially  
associated with the memory of the late Queen.

IN Prague there exists a gorse "house," where  
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of tar mixed with fine sand. This forms a hard  
crust on the feet of the geese, and they thus  
"shod" are able to cover immense distances  
without fatigue.

THE Band of the Royal Welsh Fusiliers will  
play at the Hongkong Hotel this evening, from  
8 to 9.30 p.m.

PROGRAMME.

March	"A Runaway Girl"	Carry
Selection	"Messenger Boy"	Carry
Value	"Darling Mabel"	Carry
Selection	"The Little King"	Carry
Music	"La Cucaracha"	Carry
Polka	"Minuit"	Waltz
Selection	"Santey"	Jones
	"God save the King."	

AT THE MAGISTRACY.

## SAVED TROUBLE.

Herbert Richardson, a seaman on the U.S.S.  
*Niagara*, seems to be of an obliging disposi-  
tion. At all events, when drunk and feeling  
"that tired feeling" stealing over him, he saved  
the Police trouble by going to the Police Com-  
pound so as to be arrested comfortably. Even  
this piece of thoughtfulness didn't save him  
from the usual \$2 or seven days.

Three mice of the seductive drug cost Lau  
Shin, a farmer of Ma-tau, fifteen dollars or a  
month, and it is to be hoped it will break him  
of the opium habit.

Li Hung had no occupation, but he had two  
maces of opium dross and had no valid  
certificate. He has now lost his opium and  
Mr. May is kindly finding him employment  
for a couple of months.

Chu Sze was in much the same predicament  
as the above man, but had two maces of pre-  
pared opium and \$10. He is now minus both.

Chan Sze, a married woman, had six mace-  
es of prepared opium concealed under her bed at  
29 Circular Pathway. Fifteen dollars, or one  
month. Fine paid.

ALL ABOUT A C.E.T.

Li Sing Shui and Li Shu Yau had a dispute  
at Aberdeen about a bad cent. Li Sing tried to  
enforce his argument with a basin and the  
result was Li Shu's lip had to be stitched. Mr.  
Kemp imposed a fine of \$10 or three weeks.  
Li Sing took the three weeks in which to ponder  
out the true value of a bad cent.

HAD A SWEET TOOTH.

Leung Yau's sweet tooth led him to annex  
a bag of sugar, value \$4.50, the property of  
Hang Kee. He pleaded guilty when charged  
before Mr. Kemp and will now be without  
much sugar for six weeks.

TINY GRAINS OF SAND.

Cheung Fuk, foreman, Cheung On, Pang  
Sung and Ngai Fat, ballast boat masters,  
were charged before Mr. Kemp at the instance  
of P. Sgt. John Smith with unlawfully removing  
sand from the "hillside" at Cheng  
Hon Bay without a permit. They pleaded  
guilty and were fined twenty-five dollars or one  
month each. They paid up and now, think-  
ing graining of sand make more than the old  
hymn states.

OBSTRUCTING THE FAIRWAY.

It seems that P. Const. John Hodgson reads  
his *Telegraph*, for he brought three cargo-boats  
masters before Mr. Kemp for obstructing the  
Southern Fairway on the 26th. The Defendants  
were fined \$10 or three weeks each.

FORGETFULNESS.

The masters of nine steam launches apparently  
forgot to have painted on the sterns of their  
vessels the number of passengers they were  
allowed to carry. P. Const. Hodgson intro-  
duced them all to Mr. Kemp this morning and  
their forgetfulness cost them ten dollars apiece.

STEAMSHIP-MASTER FINED.

P. Sgt. Burchell charged the master of the  
*Kagoshima Maru* with neglecting to go into  
the dangerous goods anchorage when having  
sulphuric acid on board. Defendant pleaded  
guilty and was fined \$50 by Mr. Hazelton.

&lt;p

## Naval and Military Exhibition.

At a meeting held on 27th inst. at the Mansion House, under the presidency of the Lord Mayor, a resolution was carried approving the commemoration of the jubilee of the exhibition of 1851 by the holding in the Crystal Palace of a Naval and Military Exhibition during the present year. It was announced that the Crystal Palace Company would give to the leading service charities 30,000 guineas season tickets to be sold for their benefit.

## Projected Russian Docks.

The *Rossiya* announces that the Russian Ministry of Marine intends to construct at an early date in one of the harbours on the Pacific coast two docks large enough to turn out warships with a displacement of nearly 3,000 tons. The number of dry docks available for repairing warships will be increased, and special attention given to improving the conditions of shipbuilding generally in the Russian harbours in the Far East.

## Insurance Companies Amalgamate.

The amalgamation of the Lancashire Fire and Life Insurance Company with the Royal Insurance Company came as something of a surprise to the insurance world. The combining of the forces of the Lancashire and the Royal Companies forms the biggest amalgamation of recent years. The issued capital of the Lancashire office amounts to £2,720,860, of which £72,986 has been called up; while the issued capital of the Royal office is £2,504,680, with £375,002 called up.

## Institution of Naval Architects.

Presiding on 27th ult. over the initial sitting of the conference of the Institution of Naval Architects, the Earl of Glasgow drew attention to the enormous increase in the shipbuilding capacity of the United States, from which he inferred that, with the passage of the proposed bounty laws, this country would once more have to face the competition in its most distinctive national industry which was felt so severely in the last decades of wooden construction.

## The "Celtic."

The new White Star liner *Celtic*, which is the very largest ship ever built, was to be launched from Messrs. Harland and Wolff's shipbuilding yard in Belfast on April 2. The *Celtic* has a length of 400 ft., a breadth of 75 ft., a depth of 40 ft., and a gross tonnage of 20,880. The displacement of the *Celtic* at a load draught of 36 ft. 6 in. will be 36,200 tons, as compared with the 14,000 tons displacement of the modern battleship, and the 32,160 tons displacement of the *Great Eastern*.

## Trade Competition.

We have heard a great deal lately about the commercial competition of Germany and the United States with Great Britain. In markets all over the world, Mr. George J. S. Broomhall, of the Royal Statistical Society, supplies some interesting figures which should be consoling to those who take a pessimistic view of the situation. The annual gross exports of merchandise from the United Kingdom, Germany, and the United States of America, divided among the inhabitants of the respective countries, prove that the Briton is doing more, man for man, than his two great rivals, combined, and also that he is, moreover, increasing his lead.

## Royal Colonial Institute.

The annual meeting of the Fellows of the Royal Colonial Institute was held on 26th ult. in the library of the Institute, Northumberland Avenue, Sir Nevile Lubbock presiding. In their thirty-third annual report, which was passed, the council of the Institute stated that during the year 60 resident and 203 non-resident Fellows were elected, or a total of 271, as compared with 67 resident and 193 non-resident, or a total of 262, in 1899. On Dec. 31, 1900, the list included 1,362 resident, 2,731 non-resident, and fifteen honorary Fellows, or 4,208 in all. The library continued to form one of the most important departments of the institute. The additions during the year comprised 1,382 volumes.

## The Famine in Siberia.

News received from Siberia gives the most distressing accounts of the great famine which has overtaken the greater part of Western and Central Siberia. Even Eastern Siberia, hitherto the most prosperous part of the country, has been overtaken by famine. In this case the famine is the consequence of too much rain. The new railway has ruined large numbers of the inhabitants of the Siberian tract, who formerly lived by hiring horses and engaging in transport. Some of the newspapers declare that Russia would be seriously hampered if complications were to break out in China, as the Siberian grain reserves which were relied upon to feed the army in Manchuria are practically exhausted.

## Our British Climate.

For humour of sorts—the Clerk of the Weather can certainly give points to most professional humorists, says a mail paper. Here we are, if we only knew it, well into spring, and the weather, both in these islands and on the Continent, is colder than—or at least as cold as—any that has been experienced during the past winter. At Peterborough, on 25th inst., sixteen degrees of frost were registered, and eighteen in the Lincolnshire Fens the following night. The uplands of Devon and Cornwall are white with snow, and there are hills twelve feet deep at Dartmoor. In London there have been intermittent snowstorms, and the prospects of skating are being discussed.

## Speech by the Kaiser.

At the opening of the new barracks of the Alexander Guards in Berlin on 28th ult. the German Emperor said that should grave times ever come again, as in 1848, and this town rise against its King in disobedience and insubordination, then the Alexander Guards will hasten to the protection of their King, and with their bayonets soon teach the insolent a lesson and master them. Bravery, fidelity, and unconditional obedience must be the virtues of the regiment. In reply to this address, the colonel of the regiment thanked the Emperor for his words in a brief speech, in which he also referred to the disgraceful crime at Bremen, which, he said, had kindled a hot indignation in all hearts.

## Rifle Clubs.

The Mansion House was on 23rd ult. the scene of a conference for the discussion of the possibilities that exist for the establishment of rifle clubs for working men. Lord Roberts wrote regretting his inability to be present, but declaring his full sympathy with the object of the meeting. Not only, he said, was shooting healthy and useful recreation, but it was also intensely interesting, and he knew from his personal experience that there were few keener pleasures than to make a good score at a fairly long range. After discussion it was decided to call "The Society of Working Men's Rifle Clubs," and a resolution calling upon the Chancellor of the Exchequer to exempt the members of the proposed association from the payment of gun licences was carried unanimously.

## Memorial to the Late Queen.

An important meeting in connection with the proposed national memorial to Queen Victoria was held on 26th ult. at the Mansion House. Unfortunately, both Lord Salisbury and Sir H. Campbell-Bannerman were by illness prevented from being present. The Lord Mayor, who presided, read a letter written by Sir Digton Probyn at the command of the King, in which His Majesty announced his intention to contribute 1,000 guineas towards the expenses of the monument, and also intimating his approval of the choice of site in front of Buckingham Palace. His lordship specified a number of other large donations, which amounted in the aggregate to some thirteen thousand pounds. The meeting was addressed by Mr. Fair, Sir William Harcourt, Mr. Chamberlain, Mr. S. S. Gladstone (Governor of the Bank of England), Mr. J. K. J. Hickman (chairman of the Stock Exchange), Sir Whitaker Eliot, Sir J. Dimock, and the Duke of Norfolk. Resolutions were passed in favour of erasing the memorial on the Buckingham Palace site, and of soliciting subscriptions through the medium of a Mansion House fund.

## The China League.

A meeting of the China League was held at Birmingham, under the auspices of the Birmingham Chamber of Commerce on 27th ult., and was addressed by Mr. R. A. Verburgh, M.P. (chairman of the league). He explained the objects of the League, and denied that it was in any sense a jingo organisation. The League does not the integrity of China and the development of its trade, by proper government. He quoted figures to show the vast size of the British Empire had in the scale of China, which offered the greatest neutral market in the world. The amount of what might be done there was really staggering if it were only developed to the extent already done in Japan. He advocated especially in the Yangtze Kiang region the "Egyptianising" of the country, or the landing of finances on a proper basis as in Egypt. He advocated also the opening of inland waterways to navigation by foreign vessels, and said that the promises made in this connection had been broken. The present crisis offered an opportunity for a settlement; and if reforms were taken in hand enormous increase in trade would be the result. It was imperative, however, that the position of the Viceroy should be guaranteed in favour of reform should be guaranteed until they had time to operate, otherwise when we left Peking they would be recalled to the capital and their heads would be forfeited.

The Unrest in Russia.

The "bureaucratic world" at St. Petersburg has been thrown into a state of alarm bordering on panic by an apparent attempt on the life of the Chief Procurator of the Holy Synod. Shots were fired at the window of his study in the night time by a man named Lagowski, and it appears that other Ministers have received threatening letters. So serious was the view taken of the social unrest that Ministers assembled after the outrage to consider the situation. Stern instruments of repression, it is stated, are kept in readiness at St. Petersburg to be put into operation the moment the mischievous spirit which is now manifest itself in overt acts of disorder. In a letter addressed to various foreign ministers, a number of Russian literary men have published a protest against the brutal ill-treatment of the crowd by the Cossacks during the recent student disturbances in St. Petersburg. General Dragomiroff has protested in a memorandum addressed to the Tsar against the forcible enrolment in the army of students who have come into conflict with the authorities. The army, he says, is not a reformatory. The unrest among the students is very widespread, and it bears evidence of a rapidly-growing feeling of discontent. Many arrests have been made in all the university towns. It is stated that people who are to some extent behind the scenes in Russia take a very grave view of the situation, and regard the present agitation as merely the beginning of more serious troubles.

## The South Pole Expedition.

The *Discovery* is not going to attempt whale-hunting, but to solve the mystery, or some of the mysteries, of the Southern Polar region. No one, so far as I know, has ever reached the South Pole except Arthur Gordon Pyn, but as Pyn did not tell us how he got back again his experiences (weird and wonderful as they were) will not be of much value to the leader of the National Antarctic Expedition. This is only one of three expeditions which will be attacking the South Polar region this year—one is from Germany, another from Scotland under Mr. Bruce, of *Holme* fame. That of the *Discovery*, however, is the most notable, and will be the most extended of the three, for it is expected to continue over three years, during which parties will explore the supposed Polar continent. The cost will be £120,000, though I believe only about £90,000 has so far been subscribed by the Government, the scientific societies, and private individuals. The *Discovery* has been especially designed, and built for the purpose by the Dundee Shipbuilding Company, and has occupied just a year in construction. She is as remarkable a specimen of marine architecture in her way as the *Fawn*, and I hope will become quite as famous. Like the *Fawn* she is designed to slide up on top should the ice attempt to nip her. May she do so as successfully!

## Bread-Making on Board the "Ophir."

The t.s.s. *Ophir* has been fitted with a machine dough-mixer. The use of machinery for bread-making on board passenger steamers, although not entirely a novel feature, is comparatively rare. The conditions under which bread is produced in the ordinary passenger steamer are well known. The introduction of a machine dough-mixer of sufficient capacity, and occupying small space, has been found possible in the Cunard Company's steamers *Lusitania*, *Campania*, and a similar machine was supplied to the s.s. *Ophir*. This machine, known as the "Achir," will make up 200 lbs. of flour into dough in about five minutes, and not only saves the labour of mixing by hand, but, it is stated, gives far better results. It only occupies, with the small steam-motor for driving, a space of 5 ft. by 3 ft. 6 in. It may also be driven by a small electric motor.

## Probability of A New Type Being Tried in Cruisers.

The success of the British torpedo destroyer *Vixen*, in her speed trials on the Clyde is of much interest to shipbuilders and marine engineers. The *Vixen* steamed at a speed of 30.8 knots, or four-fifths of a knot above her contract speed. Her boilers are of the latest design—"Vickers" Express water tube type.

New boilers, it is stated, will be fitted in one of each of the cruisers of the *Drake* and *Cressy* types in place of the Belleville.

Though not officially confirmed, it is worthy of note, that Mr. McKechnie, the engineering director of Messrs. Vickers, Sons, and Maxim, Limited, was in consultation with the Admiralty and other engineers recently.

Lord Cranborne: That is a question on which I must ask for notice. (Ironical Nationalist cheer.)

It is probable that the latest type of water tube boiler will be given a trial in cruisers, two of which are being built at Barrow.

## AN ACTION IN THE "CITY OF RIO" CASE.

## SAN FRANCISCO, March 13th.

The first suit arising out of the loss of the *Rio* was filed in the United States District Court. The plaintiff, Mrs. Sarah Guyon, who is the widow of Henry Guyon, one of the victims, has brought two actions, one to recover \$25,000 damages, and the other for the cost of the transportation and the personal effects lost in the wreck. The plaintiff makes sweeping charges of neglect. The officers of the vessel are arraigned for not making proper soundings when coming into the harbour, and the Pacific Mail Steamship Company is held responsible for not providing a crew of intelligent men who understood the English language, and a sufficient number of licensed officers.

## THE FAR EAST IN PARLIAMENT.

## RUSSIA AND MANCHURIA.

## March 22nd.

Mr. W. Redmond asked the Under-Secretary for Foreign Affairs whether, in view of the Clause of the Anglo-German Agreement which declared for the maintenance of the integrity of the Chinese Empire, His Majesty's Government proposed to ask the German Government to take any action in reference to Russia's action in Manchuria?

Mr. O'Kelly had a similar question on the paper.

Viscount Cranborne: The Russian Government have repeatedly declared their intention to respect the integrity of China, and His Majesty's Government are not aware that they have infringed it.

Mr. W. Redmond: What about Manchuria?

## RUSSIAN CONCESSION AT TIENSIN.

## March 25th.

Sir C. Dilke asked the Under-Secretary for Foreign Affairs whether he could state by whom, and at what date, the Russian concession at Tientsin was granted; whether it was a concession to the Russian Government itself; and whether its area included a portion of the railway line which was mortgaged to British subjects as security for the Chinese Imperial Railway Loan.

Viscount Cranborne: On Dec. 31 Li Hung-chang signed an agreement granting to the Russian Government as a concession a considerable tract of land of which the Russian military authorities had previously announced themselves possessed by right of conquest. His Majesty's Government are not aware under what authority Li Hung-chang signed the agreement. In answer to the third paragraph, it appears that the concession includes property in the occupation of the Chinese railway administration, but at present it is not possible to be more precise. I may add that we have declared that the validity of the concession and of proprietary rights within it must be reserved for future examination.

Viscount Cranborne: Thanking you in advance, we are, Dear Sir,

Your obedient servants,

D. STEINMANN-HAGUE, the Chairman.

G. ALBRECHT, the Secretary.

Fédération Maritime d'Anvers,

39, Longue rue Neuve,

Antwerp, 15th March, 1901.

To the Editor of *Fairplay*:

Dear Sir—We have the pleasure to enclose herewith copy of a circular we are issuing to all shipowners whose steamers are accustomed to visit Antwerp.

As it will be advantageous to British shipowners to know the object of our Federation, we request you to kindly extend to us your courtesy by finding a place for the enclosed in your valuable columns.

Thanking you in advance,

We are, Dear Sir,

Your obedient servants,

D. STEINMANN-HAGUE, President.

G. ALBRECHT, Secretary.

NOT ANDA.

## CALENDAR.

## APRIL.

Meteorological means based on ten years' observations to 1893.

Barometer ..... 10.059

Thermometer ..... 62.0

Humidity ..... 85%

Rainfall ..... 4.08

## TO-DAY.

## WEATHER REPORT.

On date at 10 a.m. On date at 4 p.m.

Barometer ..... 30.04 29.94

Temperature ..... 73 75

Humidity ..... 91 90

Rainfall ..... 0.28

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&lt;p

## Mails.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HAKATA MARU	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 3rd May, at Daylight.
F. Le Sommer		
HITACHI MARU	KOBE and YOKOHAMA	FRIDAY, 10th May, at Daylight.
G. Anderson		
KINSHU MARU*	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, KOBE, MOJI	SATURDAY, 11th May, at 4 P.M.
H. Fraser		
AWA MARU	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 17th May, at Daylight.
N. Trent		
MUKE MARU	KOJI, KOBE and YOKOHAMA	TUESDAY, 21st May, at Noon.
M. Yagi		
WAKASA MARU	KOBE and YOKOHAMA	FRIDAY, 24th May, at Daylight.
J. B. MacMillan		
ROSETTA MARU	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 24th May, at Noon.
N. Tsuru		
HIROSHIMA MARU	BOMBAY, VIA SINGAPORE and COLOMBO	FRIDAY, 24th May, at Noon.
S. Yoshizawa		
KASUGA MARU	SYDNEY and MELBOURNE, VIA TOWNSVILLE and BRISBANE	FRIDAY, 24th May, at 4 P.M.

\* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further Information as to Freight, Passage, Sailings, &amp;c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,

Manager.

Hongkong, 27th April, 1901.

[6]

HAMBURG-AMERIKA LINIE.

## NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Routes to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

KONGSBERG HAVRE, BREMEN and HAMBURG (Calling at SINGAPORE and PENANG) 3rd May Freight and Passage.

Christianse F. Foeck (Calling at SINGAPORE and PENANG) 26th May Freight.

SEGOVIA HAVRE and HAMBURG (Calling at SINGAPORE and PENANG) 10th June Freight.

AMBRIA HAVRE and HAMBURG (Calling at SINGAPORE and COLOMBO) 10th June Freight.

For further Particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Buildings.

Hongkong, 25th April, 1901.

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## TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 2nd May, at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 15th June, at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 4th July, at Noon.

THE Twin Screw Steamship

HONGKONG MARU, will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 16th May, at Noon; taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC UNION PACIFIC, DENVER and RIO GRANDE and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States; via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 23rd April, 1901.

[6]

## U.S. MAIL LINE.

## PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Wednesday, 1st May, at Daylight.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 15th May, at Noon.

S.S. (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 18th June, at Noon.

THE U.S. Mail Steamship

CITY OF PEKING, will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 7th May, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and Passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC UNION PACIFIC, DENVER and RIO GRANDE and other direct connecting Railways and from Chicago to destination the choice of direct lines.

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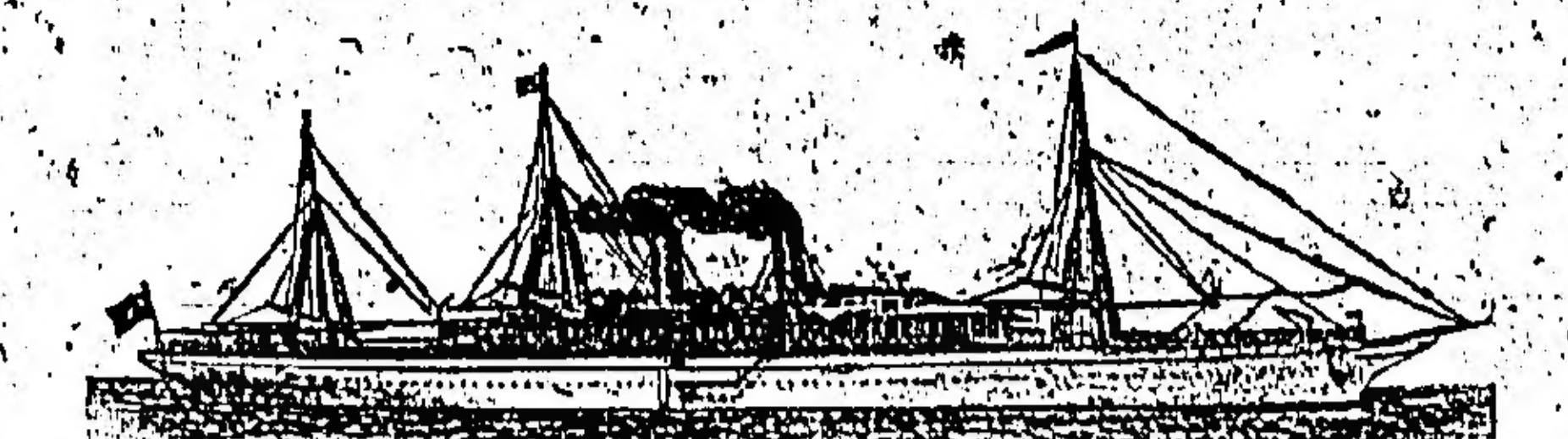
For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 18th April, 1901.

[6]

## CANADIAN-PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



1901.

1901.

SAFETY, SPEED, PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA

AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA &amp; VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 10 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF JAPAN...Comdr. H. Pybus, R.N.R. ...WEDNESDAY, 15th May.

EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R. ...WEDNESDAY, 5th June.

EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R. ...WEDNESDAY, 26th June.

THE magnificient Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the service of China and Japan and Government.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIOUS OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &amp;c., apply to D. E. BROWN, General Agent, Pidder's Street, [13]

Hongkong, 24th April, 1901.

[13]

## OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO

JAPAN, THE UNITED STATES,

MEXICO,

CENTRAL AND SOUTH AMERICA

AND EUROPE;

VIA

SHANGHAI, INLAND SEA OF JAPAN,

KOBE AND YOKOHAMA.

THE OVERLAND RAILWAYS,

AND

ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND

HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Gaelic (via Shanghai),

Nagasaki, Kobe, In-

land Sea, Yokohama and

Honolulu.

Doric (via Shanghai),

Nagasaki, Kobe, In-

land Sea, Yokohama and

Honolulu.

Coptic (via Shanghai),

Nagasaki, Kobe, In-

land Sea, Yokohama and

Honolulu.

THE Company's Steamship

GAELIC,

will be despatched for SAN FRANCISCO, via

SHANGHAI, NAGASAKI, KOBE, INLAND

SEA, YOKOHAMA and HONOLULU, on

TUESDAY, the 7th May, at Noon.

Steamers of this line pass through the IN-

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Through Passage Tickets granted to

England, France and Germany by all trans-Atlantic

lines of steamers, and to the principal cities of

the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO

EUROPE have the choice of Overland Rail

Routes from San Francisco including the

SOUTHERN PACIFIC, CENTRAL PACIFIC

UNION PACIFIC, DENVER and RIO GRANDE

and NORTHERN PACIFIC RAIL

WHEN KINGS TRAVEL.  
PECULIAR PRIVILEGES EDWARD VII ENJOYS ABROAD.

The fact that the King has been to Germany, and will shortly visit Denmark and perhaps Homburg, is an indication that he is likely to be as great a traveller as the late Queen, who was probably out of her kingdom more often than any other monarch of modern times.

When the King travels he has privileges under international law that no subject, however illustrious, is allowed. Under the law of extraterritoriality he, as it were, carries his kingdom with him wherever he goes. No law can touch him. Should he refuse to pay his hotel bill he could not be sued in court for it. Should he travel without paying his fare the railway company could do no hind. Were his motor-car to run into a shop window the proprietor of the shop could not recover damages, however gross the negligence.

Nothing would even be exempt from the criminal law. In the improbable event of his Majesty knocking down a Frenchman in Paris or German in Berlin no policeman dare lay hands on him. He could even upset the police himself without fear of legal penalty.

If any visiting monarch chose to go a little amateur burgling, the authorities would be bound to overlook the matter, and it is doubtful whether there is any means by which the stolen property could be recovered.

Thus, a king need never be in want of money in a foreign country. For all he has to do is to enter a bank, seize a bundle of notes, and put them in his pocket, or break a jeweller's window, and help himself to any quantity of watches, chains, and precious stones! He could go into a restaurant, order a magnificent dinner with the rarest of wines and liqueurs, and the best cigars, and refuse to pay the bill. The restaurateur would have absolutely no remedy, but if a king assaulted even the humblest citizen of the foreign country in which he was sojourning the citizen might hit back. And if, in that case, the king got the worse of the encounter he would have no redress. Likewise, if the authorities got wind of a king's intention to commit some offence against the law, they would be justified in placing him under restraint until his own Government was communicated with. But they could not keep him a prisoner a moment longer than was necessary—and the restraint would have to be of the mildest possible nature. In extreme cases they could request the king to leave the country. And if he committed an unpardonable abuse of hospitality they could even convey him beyond the frontier.

These rules hold good only when the king goes into a country openly and above-board. If he had gone in clandestinely he would have very little further rights than an ordinary subject. If the King, while abroad, were treated with disrespect, the foreign Government would have to make amends. The King represents the State, and disrespect to him is disrespect to his country. Such kings are sometimes offended, and have been tried for breaches of the law in the criminal courts. Such an event is extremely rare in history and practically impossible now, democratic as all nations have grown.

There is a sort of brotherhood of nations that would prevent it. For now, an indignity to any Sovereign is regarded as an offence to all sovereigns. Not only is the King himself above the law in foreign countries, but all his servants, from the coachman who also above it to a certain extent. They can be sued for debt, but they cannot be arrested. For it is assumed that the King would be inconvenienced by the arrest of any of his servants, and thus their arrest would be an affront to him.

As a matter of constitutional law the King of England was at one time a sort of prisoner in his own country. The act of settlement it down that "no person who shall hereafter come to the possession of this Crown shall go out of the dominions of England, Scotland, and Ireland without the consent of Parliament."

This harsh law repealed on the accession of George I., and that monarch when he went to Germany in 1716 merely announced to Parliament his intention of going.

George III. is interesting to note, never left his kingdom; indeed, during his entire reign he was never more than 100 miles from his place of birth.

Many English monarchs besides George III. never left the kingdom from the day of their accession. These were Edward VI., Queen Mary, Queen Elizabeth, James I., Charles I., Charles II., and James II. till his expulsion. But such a state of things is not likely to obtain again.—*The Advocate of India*.

## THE MOTHER-OF-PEARL INDUSTRY.

The principal mother-of-pearl fisheries of to-day are scattered about in various parts of the world, and the best known are perhaps those of Ceylon, Queensland, the Torres Straits, the Bay of Panama, Taitzicor on the Coromandel coast, and the Calabrian coast of Italy. It was only about ten years ago that a company was formed in Italy for the special purpose of cultivating the mother-of-pearl fisheries in Italy, and at the head of it was placed Signor Comba, the distinguished Italian naturalist, who has made the pearl oyster a special subject of research.

In 1860 Signor Comba began his investigation on the cause and formation of pearls, and a few years later he obtained the sum of 20,000 francs from the Italian Government to build an aquarium at Turin, where he might carry on his experiments on a larger scale. Shortly afterwards the late Victor Emanuel II appointed Signor Comba director of the royal zoological garden at Turin, where he obtained permission to construct two new aquaria, to which he transferred his oysters. Finally, it was decided to establish the industry on the Calabrian coast. To further develop the fisheries it is now proposed to acquire 50,000 pearl oysters, of which 500 will be set aside for breeding purposes. It has been computed that the spawn produced by one of these mollusks in the open sea contains something like 12,000,000 eggs. The majority of these are naturally lost, either because they serve as food to other animals, or because they get covered up by the sand or are carried away by the currents into places unsuited for their development. By breeding in tanks these dangers can for the most part be avoided, and certainly a twentieth part can be saved, which would give an average of 600,000 eggs for every shell, and a sum total of 300,000,000 for the 500 oysters set apart for breeding. But allowing that of these only the twentieth part develop, in the second year there would be a total of 15,000,000. Again, if only half of these survive at the natural and chance risks to which they may be exposed, still 7,500,000 would be laid down on the basis of the open sea.

At the end of the seventh year say 50 per cent. are fished up, that would give 3,750,000 shells, and, at an average of three pounds per shell, would mean 11,250 tons of mother-of-pearl, which even were it all of the third quality, and worth but 100 francs a ton, would yet bring in a sum total of 7,500,000 francs.

To carry out this scheme the Italian Government will spend 1,000,000 francs for the construction of breeding tanks, and a sum of 500,000 francs has already been set apart for the development of this industry on the coast of Calabria.

## COST OF CORONATION.

Although some considerable period must elapse before the coronation of King Edward, it will in a short time be necessary for Parliament to decide upon the amount to be spent upon the ceremonies, and in this connection the sums voted for preceding coronations are recalled by the London correspondent of the *Birmingham Post*. The first ceremony of the last century, in 1820, when George IV. was crowned, cost over £40,000; but for that ten years later, on the accession of William IV., only £50,000 was asked. When Queen Victoria's coronation took place, the then Government was of opinion that for a sum of £60,000 the celebration could be done without waste, but with suitable luxury. This increased amount, however, did not satisfy the tradesmen of London and a deputation was formed which, headed by the Marquess of Londonderry, waited upon the Home Secretary, and, while praying that the solemnity might be held during the holiday season, in order that a great number of sightseers might be attracted to the metropolis, hinted that the Treasury ought to spend a larger sum than that mentioned. The Ministry, however, considered that £60,000 was ample, and refused to increase the amount. It was agreed to dispense with the usual State banquet in Westminster Hall, but the procession was on a finer scale than on previous occasions. One reason for the abandonment of this feast was because in 1820 it had been somewhat unruly, and the throwing down of the glove by the child-champion of the King (which was not repeated on the coronation of William IV.) had evoked considerable laughter. Another feature of the preceding celebration of the kind, which will in all probability be omitted from next year's proceeding, is the scattering of handfuls of commemorative medals of gold and silver among the crowds in the aisles, it being considered that the tumult caused was hardly consistent with the sanctity of the Abbey. A further ceremony of interest, which took place in 1838, was the redeeming of the Sword of State with a hundred shillings, which was being performed by Lord Melbourne the then Prime Minister.

## A TRAIN INCIDENT.

I had the carriage to myself, a third-class carriage on the London and South-western Railway, and never before did I step from platform to compartment with greater unconsciousness of the dangers run by railway passengers thus separating themselves from the world, the flesh, and the policeman.

At the first stop my solitude was broken. A moderately disreputable old man, carrying an unwieldy sack in one hand and a murderous clay pipe in the other, climbed into the carriage, eyeing me with that pertinacity which is the penalty of a handsome appearance. I noticed that the fellow was more, or less evil-looking, that he had every appearance of being strong and vigorous, but it never jumped into my brain, that his scrutiny of my features was anything save the tribute ugly us to the other thing. I lighted a cigarette, to protect myself, from the pungent clay, and, like the churchgoing rustic, "cocked up my legs an' thowt o' nathin'."

But the train had not shaken me upside down for many minutes before my fellow-passenger made a move that attracted my attention, and filled my mind, in a flash, with all the stories of railway outrages that have ever started the world of travellers. He put his clay pipe on the seat of the carriage, dived down towards his sack, and as his hand disappeared into his hairy mouth, looked up at me—with a wink.

Now, it is all very brave to make light of such a proceeding, when one is sitting over a club fire, or rolling home in a railway-carriage with five other respectable British merchants all reading their peaceful and civilised *Post-Mall Gazette*. But, I protest, there was in my fellow-traveller's action something of a threatening and terrifying nature. There was at any rate, something in it that tied a knot in my throat, sent my eyes wandering in the direction of an impossible communication cord, and made me wish that I had not placed my good oak walking-stick in the rack above my head.

While I was in this unhappy state of mind, the old fellow straightened himself up, and produced from his sack three oranges, each in transparent white-brown paper. Without uttering a word he extended his huge palm to me, a palm on which rested those three fat oranges as comfortably as the ball on the dome of St. Paul's.

I looked at the oranges, then at my man, and shook my head, fiercely.

He snivelled.

There was a pause, and then he edged himself nearer to my end of the carriage. His eyes were fixed on the three oranges with all the pathos that your Hamlet bestows on the skull of poor Yorick. A beautiful melancholy, a tender sadness, welled into the old fellow's sunken eyes, and though his long, thin mouth was curled upwards in an infinite grin, he unswilled once again.

"Won't you be so kind, sir?" he pleaded. "I will not," said I, and the relentless of a Kitchener flashed from my eyes.

"I'll tell you how it is," he said, with a sudden cheeriness. "I'll make a confession."

His face was lined and seamed; his chin was covered by a thick, curled mass of red black hair. In his evil-fox-eyes, squinting out upon the world under long hairy eye-brows, there dwelt the perpetual gleam of maligned inarticulate laughter. The old fellow's mouth, too—the mouth that wagged that mass of curled beard—was twisted like a line of wire into a suggestion of merriment.

"I've been a bad boy," he said. "I've just come out of prison."

Sir, you might have shot me! The knot tightened in my throat; I glanced at the communication-cord, and then thought of my wife and family at home, totally unprovided for.

"Come out of prison?" I gasped.

"As true as I'm a living man," he answered.

"Now, sir," he added, "I'm tellin' you the truth. Yers," he added, in a tone of voice implying a just and honourable self-pride. "I've just come out of prison. Don't you believe it? Well now, look here, sir. I've got in this very pocket of mine proof of my words."

He seemed as anxious to prove he had been in prison as an aitchless person is anxious to emphasise his aitches. He fished in the pocket of his coat, and presently produced a lump of something tied up in the very dirtiest handkerchief I have ever seen. Unrolling this grimy rag, he displayed on his knees like a mother showing off her baby, a lump of brown bread. Oh how proudly he beamed upon it!

"There you see, sir, is the eight marlins on the top; that's the eight ounce, 'idon bread," he exclaimed, enthusiastically. "Yers, and very good bread, too!" He leaned forward confidentially, as if telling me into a secret. "I tell you, sir, I've suffered less from indigestion since I was in prison than that ever I did before. Some of 'em complain of it's being brown; but there, I believe the brown's just as wholesome as the white. I do indeed, sir."

I began to feel brave again. "What was your crime?" I asked, with all the connivance of a Justice of the Peace.

Is the lad a real lad? Or has back photo-

graphy a real significance?—*The Sunday Call*.

## OUT ON THE QUAY.—A SKETCH.

[By W. Pett Ridge, in the *Pall Mall Gazette*.]

Facts and rumours flutter about the quay-side indistinctly as though they were converging scandal. She is fast (sometimes (so the facts and rumours have it), a bit too fast perhaps; she's a rare one at pitch-and-toss; for steady behaviour she's not to be compared with such-a-one: she most, certainly will not be in until late; you can never rely upon her as you can rely upon some others; she passed Prawle Point at eleven this morning, and its high time she were signalled from Hurst Point; if she gets by, seven it is as much as she will do. All this from groups of men who, hands in pockets, converse in the aggressive, injured tones usual with men who stand in docks. Diversions come, caused by disputes over things that do not matter, such as the precise hour at which that American boat left Saturday fortnight; the name of the ship over in Berth Twenty-four; the number of children possessed by old Sam Bellachan's widow; the past life of a superior official. When a man has hit some immaterial nail on the head, he clinches it with an exclamation, and walks off exultant to the end of the quay, returning to join another group and to listen until he sees opportunity for the definite, contradictory, and dogmatic interruption. The moon is neat to the ground, on the other side, but high enough to send a pathway of silver, across the harbour, and already it lights up spaces on the quay side not illuminated by the globes of electric light. An amazingly fine evening this, set for better appreciation in a month of wet days; the wooden flooring outside the Customs House, where rails are laid, are making all the haste they can to achieve the novel experience of dryness. The hydraulic cranes stand high and stolid; a little bit of butter to eat along of that brown bread I should ha' had nothing to complain about."

"Then you won't mind repeating your offences?" I said.

He raised a protesting pipe. "Oh no, I mean to be a good boy for the future."

"But it was such a little offence!"

"Oh, it was only a trifle, but when a man's turned sixty-six, and his teeth ain't quite so firm as they used to be, why a fortnight of that there brown bread goes a very long way; yes, indeed it do."

Inside the long, broad Customs House, leisurely preparations are being made. The Customs House is painted white, with a brown dado, numerous columns supporting the first floor, and it is fitted with wooden pens, as though market day were near and sheep expected. A long line of wooden benches has been set on trestles, with a pair of scales at one end; a few yards under the command of a foreman are shifting the position of two scarlet huts labelled "Telegraph." At the far side an awkward, bad-tempered goods train is being coupled up, and an engine is going to take the trucks out in order to make room for the first class special to London. On the floor of the pens reserved for luggage are chalked letters in couples from A to Z, for the better sorting and management of trunks. A few ladies in mourning walk nervously up and down the long space, glancing continually at their watches, which they frequently declare must have stopped, and halting every man who bears a suggestion of uniform with an urgent appeal for information. They swoop down on the boy who has arrived with telegraph forms and peck at him with questions; a youth comes bearing a bell, and he is subjected to similar treatment.

"What is the Bay really like at this time of the year? I suppose it's dreadfully rough. Do you think it's had enough to have made people sick? They have a doctor on board there, don't they? Is he a good doctor, do you think? Would you mind using your influence to see that we are allowed to go on board directly it arrives?—Is the war going to last much longer?—Supposing a telegram was sent from Madeira, and never arrived, ought we to write to the South Western Railway or ought we?"

"Ladies," says the youth with the brass bell piteously, "I've only been at this job a couple of days, and I don't know nothing at all about nothing. Ask some one else."

The goods trucks have consented to give up all differences of opinion, and linked together; they go slowly out of the shed. The wooden waiting-rooms at either end are opened; a foreman at one of the open doors on the quay-side with his overcoat, worn loosely over his shoulders calls out: "Now then, you chaps!" and the word being passed along, the resting men within arouse themselves, and going out join the smoking men perched on the gangways.

"Wake up!" orders the foreman. "Open them ships there, and take the wool out of your ears and listen."

The men form up clumsy. The head man counts up to forty and waves this detachment to stand aside.

"Yew four," he says loudly, "go right off with the rest, and look after the man and no playin' about, mind."

Under Mr. Knight for captain they march away the foreman counts again up to twelve. "Yew twelve, you go with old Ben Somers and look after the third-class baggage, and mind ye do it." This detachment tramps off. "And yew 'ever stay where y' are and see that them ships are ready, and don't let's ave any of your nonsense!" Thus are the men cleared away and stacked in position; thus is the quay made clear, for the people who have been driven down this journey of a tortuous mile from the dock gate to meet the liner, and now march up and down the quay-side, peering out through the moonlight evening and demanding of each other what that light means, and what this light is intended for, and why there are two lights together over there, getting no information whatever and making blind and desperate shots at the truth themselves. Here common but distinguished friends of an arriving officer meet each other, and say, in rather a burr way, "Good gracious! Fancy running across you here above all places in the world," and seem at first to resent the fact that any one but themselves should be showing this compliment to the home-coming person, but becoming more friendly after the exchange of telegrams from Madeira and inquiries after men who are still out at the Cape. A long young man in leggings, who came home by last week's boat, is in great request; he is handed around from one group to the other as though he were cake, and appears to make a good-tempered point of giving either good or bad news at all.

"Oh, yes, I met him. Yes, that's him at Durban." "Oh, looking terribly fit and well, asked to be remembered to everybody. Bob Carver?" Don't fancy I struck him any where—got rather badly bashed by his horse, didn't he?—no, I'm sure I didn't run against him. What name did you say? Oh, he's simply and absolutely twice the man he was. Tell his mother will you? Tell her I scarcely knew him, what I mean to say is he looked upon me as a friend."

Then they gather in the market place.

There is no wealthier family in Russia than the Lukins, of Ustilich, mice, owners and bankers. Arranging with the knout-bastard upon the beautiful and accomplished actress, Mme. Lukin, the foundation of the family, laid the foundation for the immense fortune of the Lukins.

Mme. Lukin, the actress, of the family,

and the foundation for the immense fortune of the Lukins.

As only a limited number have been granted

intending purchasers should send their Orders

early, for the issue of this interesting souvenir will soon be exhausted.

Topographical sketch, 10/-

Woodcut of the "Terrible," 1/-

Reception of H.M.S. "Terrible," 1/-

And the "Terrible" with the "Terrible," 1/-

Woodcut of the "Terrible," 1/-

Reception of H.M.S. "Terrible," 1/-

And the "Terrible" with the "Terrible," 1/-

Woodcut of the "Terrible," 1/-

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And the "Terrible" with the "Terrible," 1/-

Woodcut of the "Terrible," 1/-

Reception of H.M.S. "Terrible," 1/-

And the "Terrible" with the "Terrible," 1/-

To be Let.

TO LET.

"WOODLANDS WEST," No. 9, SEYMOOR ROAD.  
Apply to "S.E."  
C/o This Office.  
Hongkong, 13th March, 1901. [322c]

TO LET.

A HOUSE in RIPPON TERRACE.  
Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO. LTD.  
Hongkong, 13th March, 1901. [209c]

TO LET.

NOS. 2 and 5, RICHMOND TERRACE,  
Immediate Possession.  
Apply to LAU-CHU PAK,  
Care of A. S. Watson & Co., Ltd.  
Hongkong, 1st April, 1901. [175c]

TO LET.

POSSESSION APRIL 1ST.

1, STEWART TERRACE.  
Apply to J. W. NOBLE.  
Hongkong, 6th March, 1901. [297c]

Consignees.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENVORLICH,"  
FROM LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 10th May, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 29th instant, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, 23rd April, 1901. [448c]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship.

"KUMSANG,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M., the 27th instant, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., General Managers.

Hongkong, 25th April, 1901. [445c]

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of CARGO per Steamship

"CITY OF PEKING."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

GEORGE ECKLEY,

Acting Agent.

Hongkong, 25th April, 1901. [1]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. CO.'s Steamship.

"BALLAARAT,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:-

From London, &c., ex S.S. Himalaya and Caledonia.

From Australia, ex S.S. Britannia.

From Persian Gulf, ex S.S. Java.

Optional Goods will be landed here unless instructions are given to the contrary before 3 P.M. TO-DAY.

Goods not cleared by the 1st May, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognized.

H. A. RITCHIE,

Superintendent.

Hongkong, 26th April, 1901. [5]

NOTICE TO CONSIGNEES.

STEAMSHIP "GLENSHIEL" FROM TACOMA, VICTORIA, YOKO-HAMA, KOBE, AND MOJI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & CO., LIMITED.  
Agents.

Hongkong, 26th April, 1901. [4]

JUST OPENED.

A FINE Consignment of FRENCH PREPARES of a well known make.  
Quality will speak for itself.

H. RUTTINTEE,

5, Arulier Street and

22 & 23, Elgin Road, Kowloon.

Hongkong, 16th April, 1901. [34]

Intimations.

F. BLACKHEAD & CO.,  
SHIPCHANDLERS, SAILMAKERS,  
COAL AND PROVISION MERCHANTS,  
NAVAL CONTRACTORS,  
AND GENERAL COMMISSION  
AGENTS,  
PRAYA CENTRAL HONGKONG,  
SOAP MANUFACTURERS.

SOLE AGENTS FOR  
HARTMANN'S RAHTIEN'S GENUINE  
COMPOSITION RED HAND  
BRAND, HARTMANN'S GREY PAINT,  
DAIMLER'S PATENT MOTOR  
LAUNCHES,  
&c.,  
&c.

Sale Agents for  
FERGUSON'S SPECIAL CREAM  
and  
P. & O. SPECIAL LIQUOR SCOTCH  
WHISKY, &c.

EVERY KIND OF  
SHIP'S STORES AND REQUISITES  
ALWAYS IN STOCK

REASONABLE PRICES.

Hongkong, 14th May, 1901. [38]

Consignees.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENVORLICH,"

FROM LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited whence and/or from the wharves delivery may be obtained.

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No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, 23rd April, 1901. [448c]

Intimations.

THE CHINA & JAPAN TELEPHONE COMPANY, LIMITED.

HONGKONG EXCHANGE,  
OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$80 Per Annum.

PRIVATE LINES, \$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of  
more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK,  
INCLUDING—

BATTERIES,

CHEMICALS,

ELECTRIC BELLS

INSULATORS,

LIGHTNING CONDUCTORS,

SWITCHES,

TELEPHONES,

WIRE, &c., &c.

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS,  
Erected and kept in order.

Estimates given for all kinds of Electrical  
work.

SAFETY SOFT JEWELRY SOFT

JEYES FLUID

THE BEST INSECTICIDE

AVOID ALL RISK OF OUTBREAK IN ITS USE

W. G. HUMPHREYS & CO.,

Bank Buildings

Hongkong 9th March, 1901. [17]

NEW GOODS.

PLENTY IN

H.A.D.

D. NOMA,

No. 12, Beaconsfield  
Arcade,

Opposite the City Hall,

Hongkong, 10th April, 1901. [141]

MEE CHEUNG,

PHOTOGRAPHER,

TOP FLOOR OF ICE HOUSE, IN  
ICE-HOUSE ROAD.

Hongkong, 13th December, 1900. [20]

"FOR THE BLOOD IS THE LIFE."

CLARKE'S BLOOD MIXTURE

THE WORLD-FAMED BLOOD PURIFIER  
AND RESTORER

IS WARRANTED TO CLEAR THE BLOOD

from all impurities from whatever cause arising.

For Scrofula, Scurvy, Eczema, Skin and Blood Diseases, Ulcers, Ulcerated Tonsils, and Sore Throats.

It is a never-failing and permanent Cure.

Cures Old Sores.

Cures Colds on the Neck.

Cures Blackheads or Pimples on the Face.

Cures Scurvy.

Cures Bladder and Skin Diseases.

Cures Blood from all Impure Matter.

It is a powerful Cure for Gout and Rheumatism, pain.

It removes the cause from the Blood and Bones.

As this Mixture is pleasant to the taste, and  
removes from anything injurious to the most delicate stomach, with great ease, the Proprietors  
so far as to give it a trial, and test its value.

CLARKE'S BLOOD MIXTURE  
is a speciality.

Hongkong, 22nd September, 1898. [40]

GRIMAUDET'S SYRUP

OF HYPO-PHOSPHITE OF LIME

FOR DISEASES OF THE CHEST.

ALL suffering from Catarrah, Con-

sumption, Obstractive Coughs, or

Colds and those affected with diseases of

the Chest, Lungs and Bronchial

Tubos, should take

GRIMAUDET'S SYRUP OR HYPO-PHOSPHITE OF LIME

Prescribed by the leading medical autho-

rities in all countries for the last twenty-

five years with the greatest success, it

continues to retain its reputation where

all other medicines have failed.

Grimaldi's Syrup immediately arrests

the Cough, Spitting of blood and Nights-